



WHAT MAKES SPAX SPECIAL?

- TÜV Certification of the Company & Products – The toughest quality standard in Europe
- POWDER COATING to give looks and protection that are second to none
- DYNO TESTING of each and every damper so you get maximum performance and quality – guaranteed
- GAS DAMPERS - Krypton pressurised for awesome high speed performance and superior low speed ride
- Everything Adjustable on car, with no dismantling



OWNER HANDBOOK ADJUSTABLE DAMPERS



NEED TO KNOW MORE?

Our Technical Help Line is available between 9:00 AM – 5:30 PM
01869 244 771 Our web site is at www.spaxperformance.com



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OWNER HANDBOOK ADJUSTABLE DAMPERS

Thank you for buying these SPAX adjustable dampers. Your dampers are Epoxy Powder Coated and Dyno tested to the strictest TÜV standards. The dampers are Krypton Gas filled to give stunning high speed performance and better quality low speed ride. A well installed and set up damper will transform the handling of your car. This handbook is designed to help you achieve this.

Safety First

- If working under or on a lifted vehicle, ensure that it is safely supported.
- If compressing a spring, ensure that the correct tools are used. Failure to do this can result in serious or fatal injury.
- SPAX dampers are gas pressurised. Never puncture, dismantle or incinerate.
- Performance suspension puts higher than normal loads on all other suspension components and car bodywork/chassis. All suspension components should be inspected for wear and for damage. They should be replaced if there is any doubt as to their condition.
- The literature contained with this product is meant as a guide only and is not comprehensive. SPAX Performance Ltd accepts no liability whatsoever for damage, loss or injury incurred as a result of using this literature.

Fitting Notes

- SPAX recommends that a suspension specialist fit this product. We can advise you on our Nationwide network of Authorised Fitting Centres.
- Dampers and springs should be fitted as per original equipment.
- When removing the old springs, note which way up they are fitted. SPAX springs are labelled front and rear to help avoid confusion.
- Never grip or hit the damper piston rod. This will damage the highly polished surface, leading to premature damper failure.
- Never use an impact wrench to tighten nuts and bolts. Strut top stem nuts should be tightened to the following torque: - M12 to 50Nm, M14 to 80Nm, M16 to 120Nm and M18 to 165Nm.

- Never force the damper adjusters. Forcing them will cause damage.
- Use original damper dust covers where possible (if SPAX dust covers are not provided). Dust covers must always be in perfect condition to ensure maximum damper life.
- On top adjustable dampers (struts), always fit the black plastic bump stop plate below the bump stop.
- Bump stops act to limit suspension travel. Removing or modifying them may cause tyres to rub, incorrect lowering, failure of the spring or damage to the damper top mount.
- SPAX Yellow Polyurethane progressive bump stops should only be used on struts and be fitted with the flat end facing upward.
- After fitting, the tracking and (in some cases) the camber settings should be reset. These should be returned to factory settings where possible.
- On Struts and Strut Inserts; when tightening the main lock nut at the top of the Piston Rod, it is necessary to stop the Piston rod from rotating. The top stem of the damper has 2 machined flats designed to fit an open-ended spanner designed for this purpose. Never hold the adjuster hexagon at the very top of the Strut with a tool, as this will irreparably damage the damper.

Adjustment

Your dampers are adjustable for damping force. All adjustments can be made without any dismantling of components, making it simpler, faster and easier to obtain your ultimate set-up.

Damping Force adjustment

All Krypton Gas dampers have 28 stages of adjustment. This allows a wide range of adjustment to suit different driving styles and road conditions. Telescopic dampers (adjuster at the base) are adjustable in rebound and in bump. Struts (adjuster at the top) are adjustable in rebound.

To obtain the perfect set up for you and your car, we recommend initially setting all the dampers to fully soft (anti-clockwise). Then adjust up in 4 click increments. Every time the driving sensation improves, carry on adjusting up by 4 clicks. Every time the driving sensation becomes worse, adjust down by one click.

Use

SPAX performance suspension is designed to improve the safety, performance and looks of your car. Performance suspension is normally noisier, stiffer and less comfortable than original equipment suspension.

These adjustable dampers have been designed for road use and for limited track day use.

Stiffening the suspension provides increased performance on smooth, grippy surfaces, but may result in discomfort and loss of performance on bumpy roads.

Maintenance

Clean components using mild detergent and water. Never use abrasive products.

Long-term exposure to corrosive conditions (e.g. salt, acids) or driving in sandy or dusty conditions will reduce the life span of the components.

Regular lubrication of the damper adjuster mechanism with a waxy corrosion inhibitor will prolong life of the components.

NOTES

✓ CORRECT



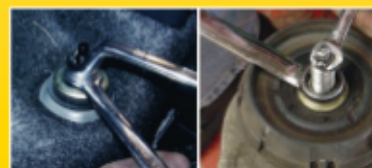
Support Vehicle Safely require



Use Correct Tools



Use Torque Wrench



Use Flats, NOT adjuster, while tightening

✗ FALSE



Never Grip Piston Rod



Never Use impact Wrench